

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 09/30/1991**

FTW90FA005							
File No. 1869		10/06/1989	UNCERTAIN, TX	Aircraft Reg No. N208W	Time (Local): 22:05 CDT		
Make/Model:	CESSNA / 208			Fatal	Serious	Minor/None	
Engine Make/Model:	P&W / PT6A-114			Crew	2	0	0
Aircraft Damage:	Destroyed			Pass	3	0	0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Night/Dark			
Destination: DESTIN , FL				Weather Info Src: Witness			
Airport Proximity: On Airport				Basic Weather: Instrument Conditions			
Airport Name: VAUGHAN'S				Lowest Ceiling: 500 Ft. AGL, Broken			
Runway Identification: 15				Visibility: 6.00 SM			
Runway Length/Width (Ft): 5000 / 50				Wind Dir/Speed: 290 / 010 Kts			
Runway Surface: Asphalt				Temperature (°C): 23			
Runway Surface Condition:				Obstr to Vision: Fog			
				Precipitation: Rain			
Pilot-in-Command		Age: 43	Flight Time (Hours)				
Certificate(s)/Rating(s)		Total All Aircraft: 6200					
Airline Transport; Commercial; Multi-engine Land; Single-engine Land; Helicopter		Last 90 Days: 125					
Instrument Ratings		Total Make/Model: 300					
Airplane		Total Instrument Time: UnK/Nr					

THE ACFT TOOK OFF AT NGT FROM A PVT/UNLIGHTED STRIP WITH A PROFESSIONAL (ATP) PLT & THE NON-INSTRUMENT RATED OWNER/PLT AT THE CONTROLS. AFTER TAKEOFF, THE ACFT ENTERED A SLIGHT LEFT TURN. SUBSEQUENTLY, IT HIT THE TOP OF A TALL PINE TREE, ABOUT 80 FT AGL & 202 FT LEFT OF THE RWY CENTERLINE. THE ACFT THEN CRASHED INTO OTHER TREES AFTER TRAVELING ABOUT AN ADDITIONAL 450 FT. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND DURING THE INVESTIGATION. THE INVESTIGATION DID NOT DETERMINE WHICH PLT WAS ACTUALLY FLYING THE ACFT. TOXICOLOGY CHECKS SHOWED THE OWNER HAD A BLOOD/ALCOHOL LEVEL OF 0.041% (41 MG/DL) & A URINE/ALCOHOL LEVEL OF 0.012% (12 MG/DL). TOXICOLOGY CHECKS OF THE PROFESSIONAL PLT'S BLOOD & URINE WERE NEGATIVE FOR ALCOHOL.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
5. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) PROPER ALIGNMENT - NOT MAINTAINED
8. (F) OBJECT - TREE(S)
9. (C) CLEARANCE - NOT MAINTAINED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
IMPROPER PLANNING/DECISION BY THE PILOT-IN-COMMAND, AND FAILURE OF THE AIRCREW TO MAINTAIN RUNWAY ALIGNMENT AND CLEARANCE FROM THE HIGH OBSTRUCTIONS (TREES) BESIDE THE RUNWAY. RELATED FACTORS WERE: WEATHER CONDITIONS, DARK NIGHT, LACK OF RUNWAY EDGE LIGHTS, LACK OF VISUAL PERCEPTION BY THE PILOT(S), AND TREES BESIDE THE RUNWAY.